

THE FAIRFAX APARTMENTS

1508 10th Ave East

Seattle Landmarks
Preservation Board

June 16, 2021



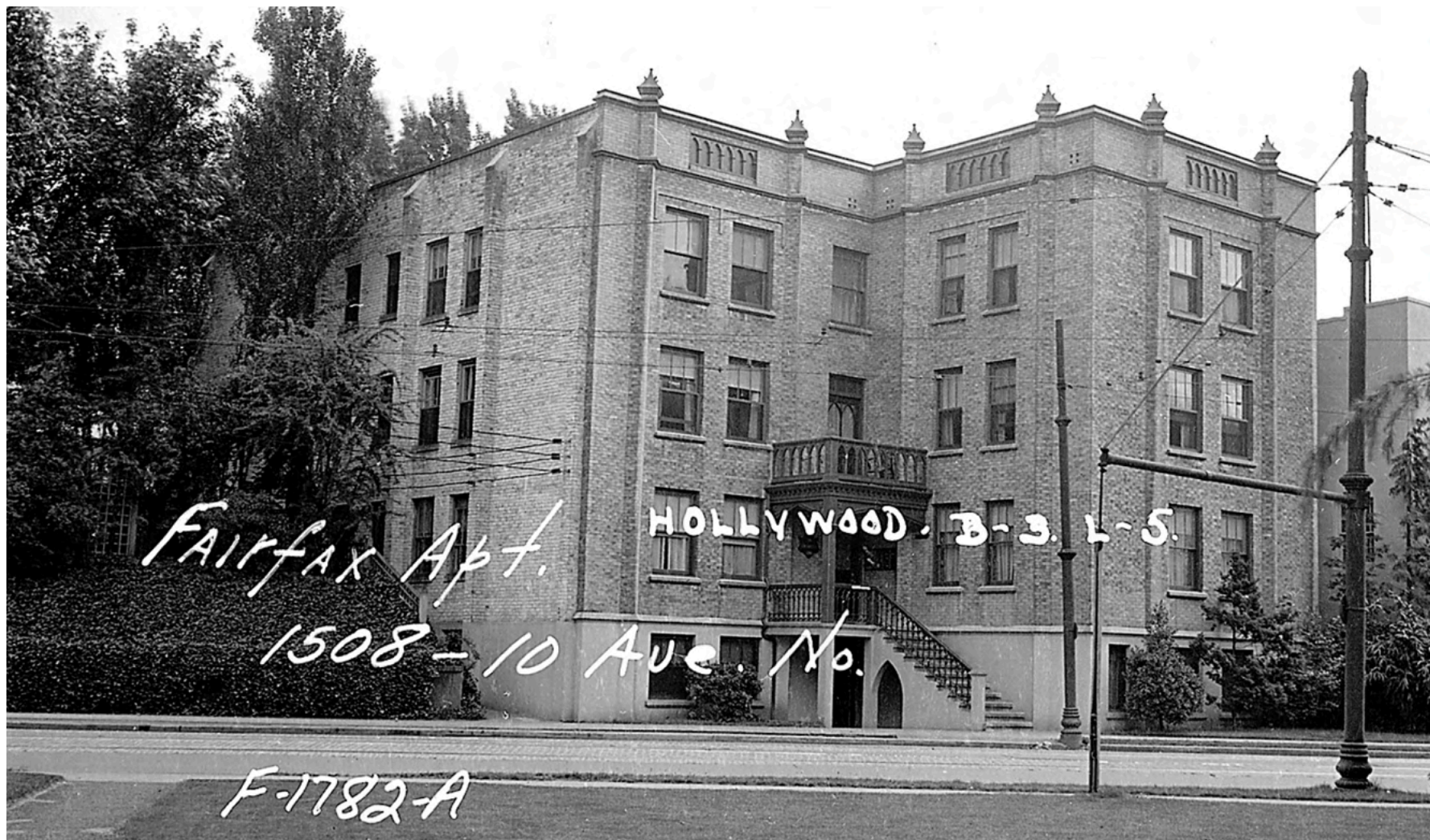
LANDMARK DESIGNATION STANDARDS

THE FAIRFAX



In order to be designated, the building, object, or site must be at least 25 years old and must meet at least one of the six criteria for designation outlined in the Seattle Landmarks Preservation Ordinance (SMC 25.12.350):

- A. It is the location of, or is associated in a significant way with, a historic event with a significant effect upon the community, City, state, or nation; or
- B. It is associated in a significant way with the life of a person important in the history of the City, state, or nation; or
- C. It is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, City, state or nation; or
- D. It embodies the distinctive visible characteristics of an architectural style, or period, or a method of construction; or**
- E. It is an outstanding work of a designer or builder; or**
- F. Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or the City.**



FAIRFAX APARTMENTS

1508 10th Avenue E

Constructed:

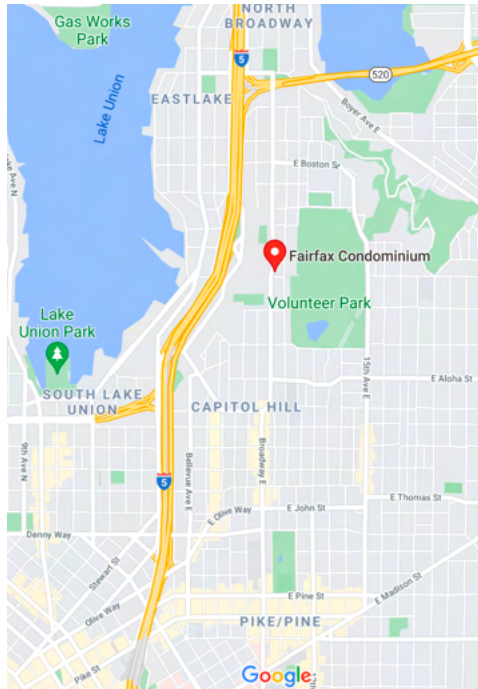
1923

Owner/Architect:

James Eustace Blackwell

Builder:

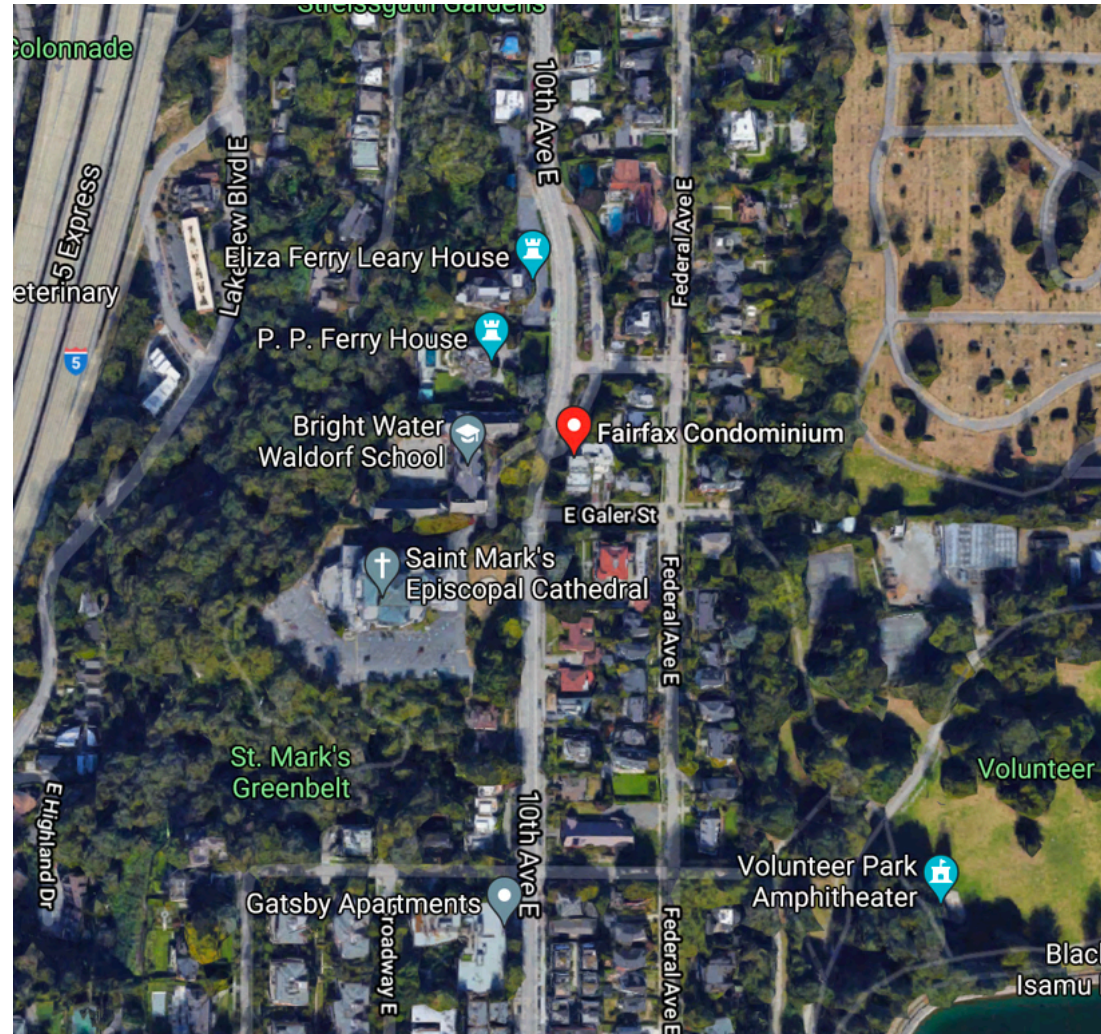
G.F. Martin

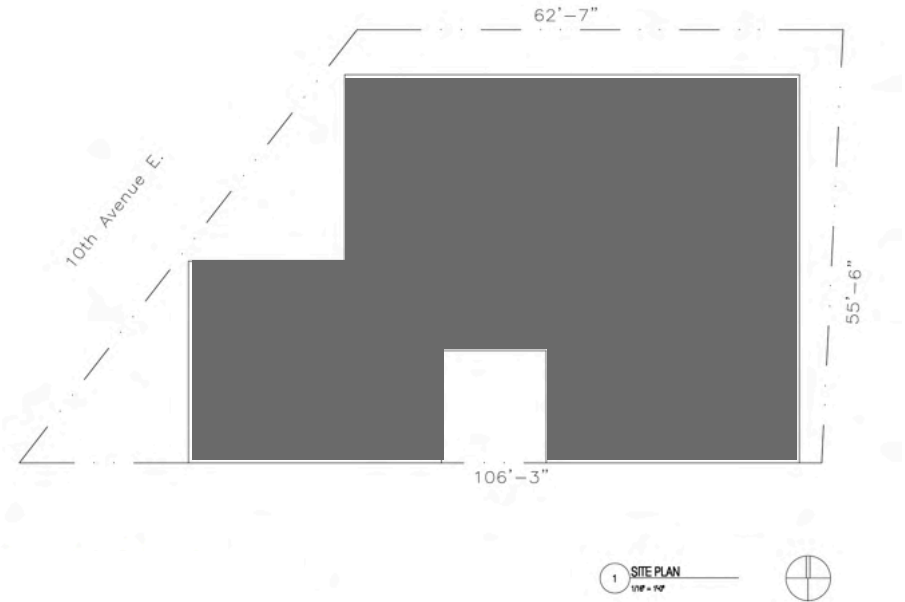


FAIRFAX APARTMENTS

Nearby Landmarks:

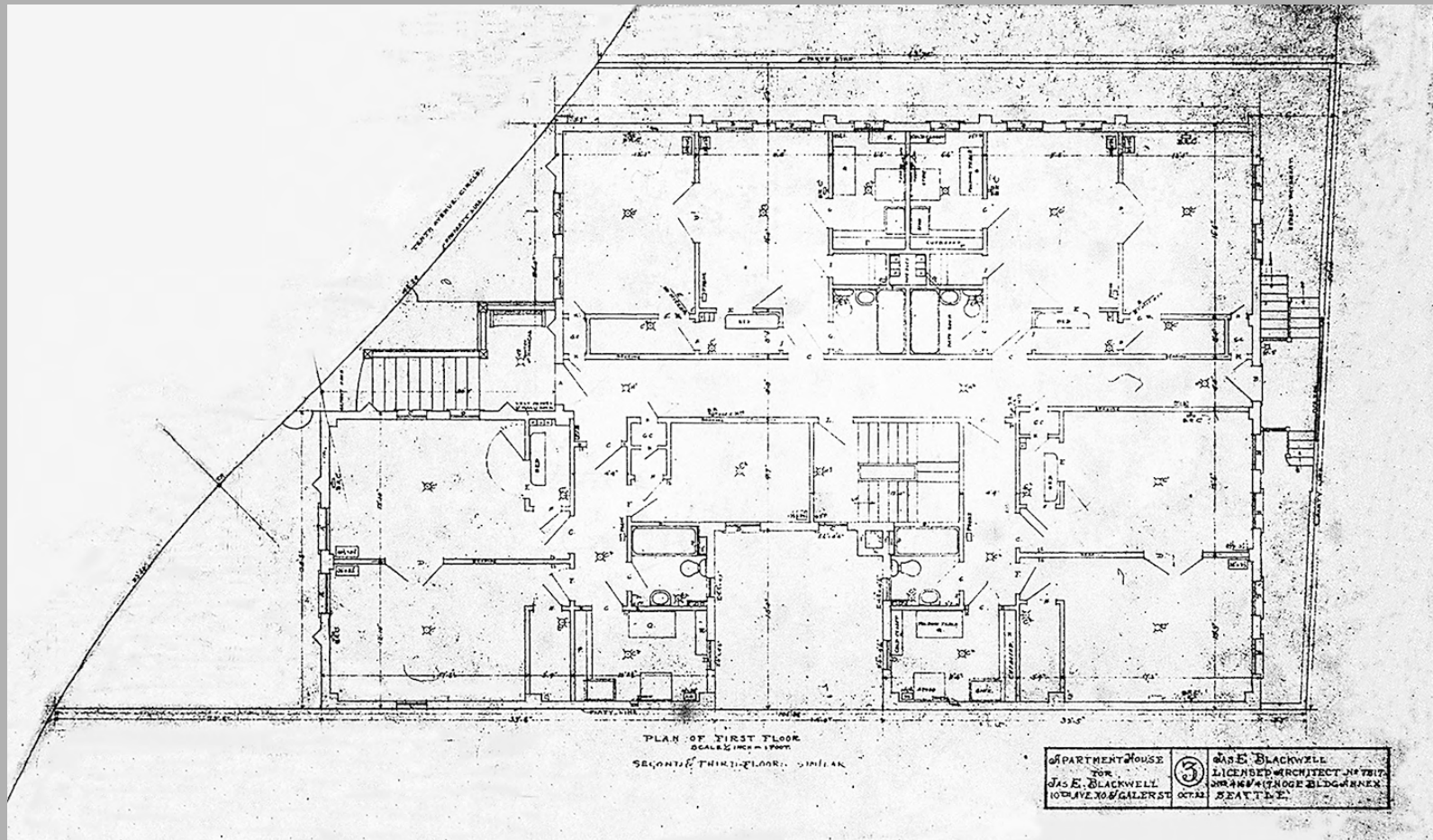
Volunteer Park
Lakeview Cemetery
St. Nicholas School
P. P. Ferry House
Eliza Ferry House





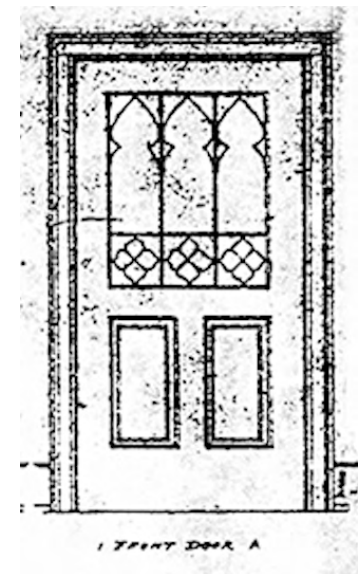
FAIRFAX APARTMENTS

Site Plan



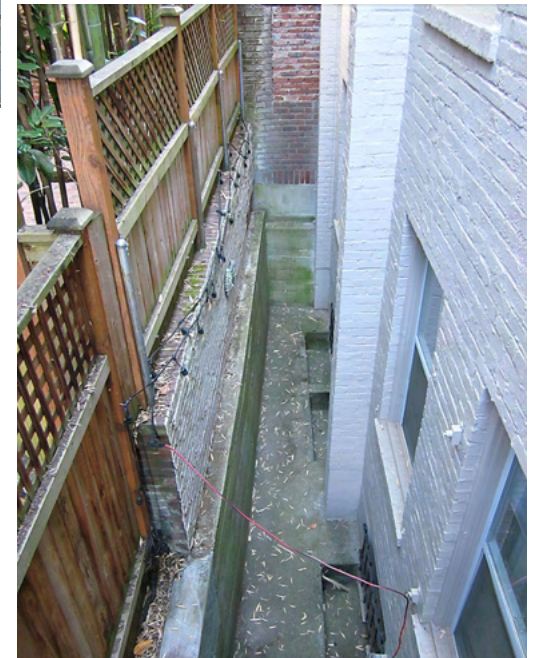
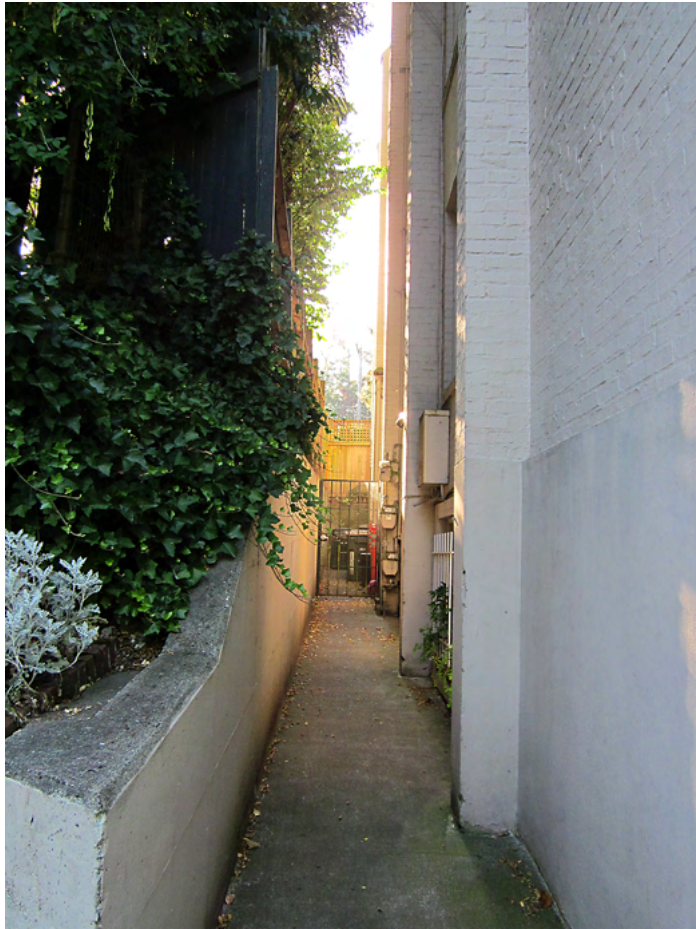
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First floor plan



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Walk around the building: Primary (west) elevations.



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Walk around the building: North and East (rear) sides



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Light court on south side of building





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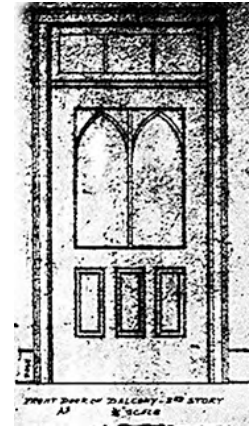
Roof





FAIRFAX APARTMENTS

Interiors





Alterations that meet the SOI's Standards;
No impact to integrity.

Alterations that impact integrity.

FAIRFAX APARTMENTS

Alterations:
West (front) and North elevations



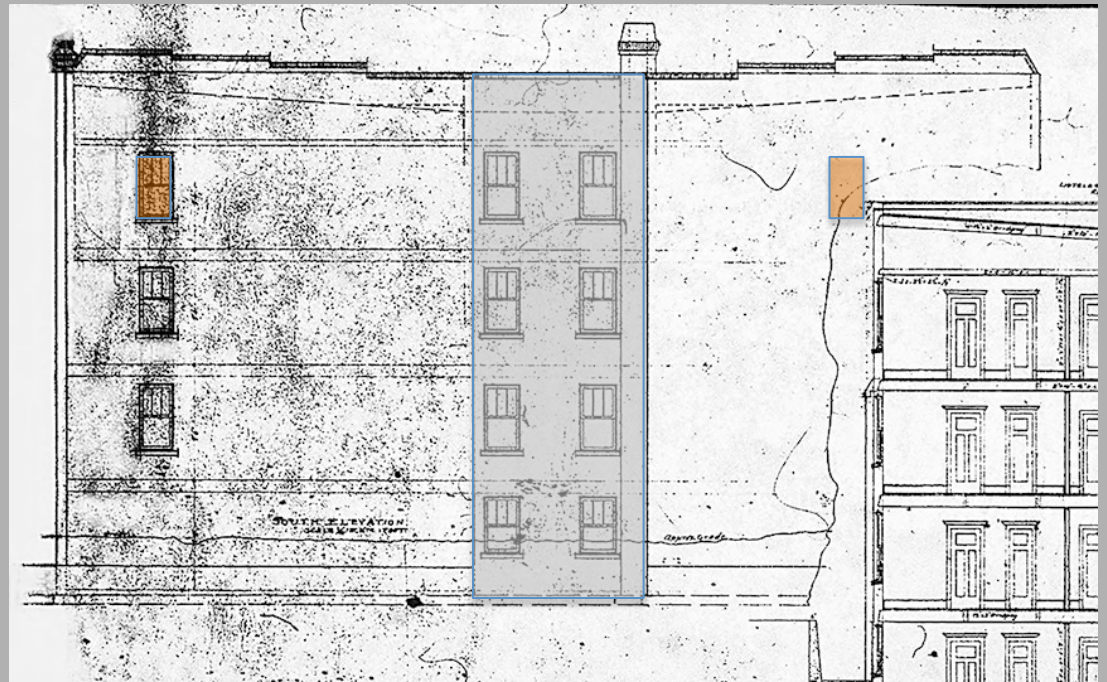


Alterations that meet the SOI's Standards;
No impact to integrity.

Alterations that may impact integrity.

FAIRFAX APARTMENTS

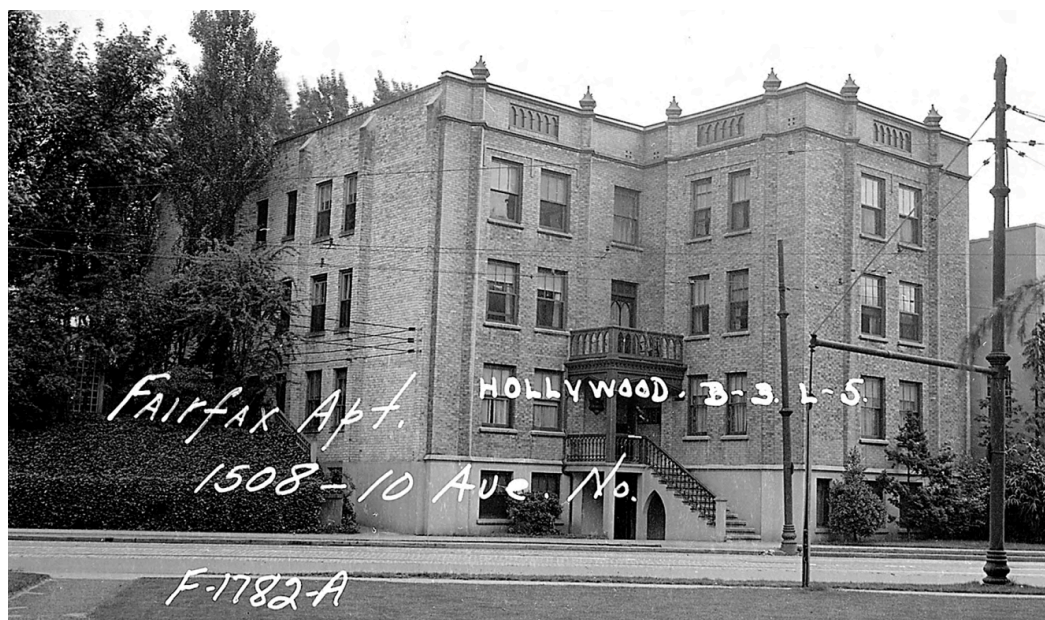
Alterations:
East (rear) and South elevations





FAIRFAX APARTMENTS

Alterations



D. It embodies the distinctive visible characteristics of an architectural style, or period, or method of construction.



Woolworth Building, 1913



Chicago Tribune Tower, 1923-25



Terminal Sales Annex, 1915
1931 2nd Ave. Seattle

FAIRFAX APARTMENTS

Gothic Revival/commercial and residential tall buildings



Liggett Building, 1927
4th and Pike



Marlborough Apartments,
1927, 1220 Boren Ave.



Shafer Building, 1924
6th and Pine

FAIRFAX APARTMENTS

Gothic Revival in Seattle



E. It is an outstanding work of a designer or builder

JAMES EUSTACE BLACKWELL

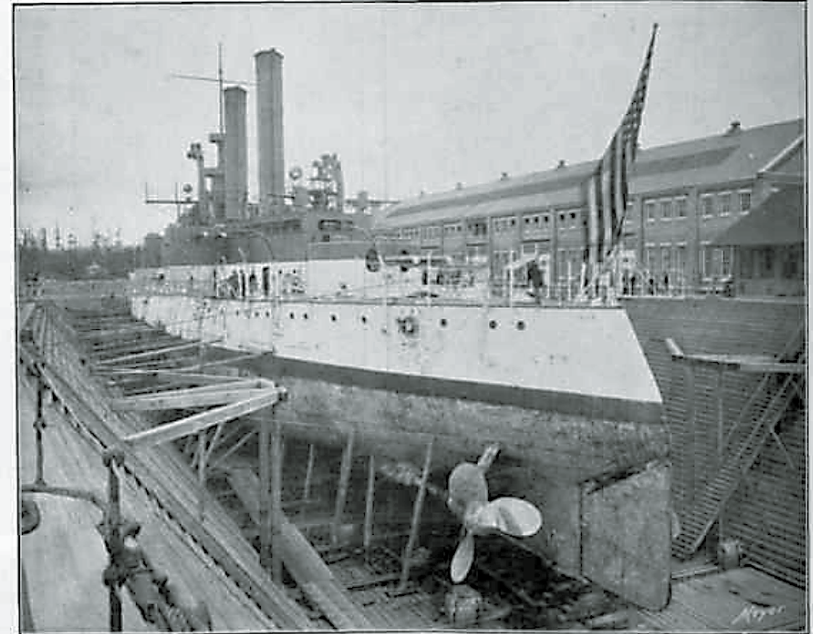


**Partnerships with
Robert Robertson
1891-1893 — Tacoma
1900-1904 — Seattle**

JAS. E. BLACKWELL. R. L. ROBERTSON
Architect, formerly of Super-
Vising Architect's Office, Wash-
ington, D. C.
ROBERTSON & BLACKWELL,
ARCHITECTS.
Rooms 14 and 15, Wright B'k, Tacoma, Wash
Jan. 23, 1891.

Washington Standard,
January 23, 1891

THE SEATTLE MAIL AND HERALD.



The Puget Sound Navy Yard

THE PUGET SOUND NAVY YARD, as it is now officially designated, is located on Sinclair Inlet, fourteen miles from Seattle. The picturesque and at the same time strategically safe location of the navy yard combine to make it a most interesting place.

The first appropriation for the station was made in 1890. Captain A. H. Wyckoff was detached from the Bureau of Yards and Docks and selected the site, which contains 190 1/4 acres and has 2,000 yards of shore line. The contract for the dry dock was awarded to Byron Barlow & Co., of Tacoma, of which Mr. J. E. Blackwell was chief advisory engineer, for \$210,000. In April, 1890, the final test of the dock was made, when the Monterey was docked. The dock was accepted by the government, and bears the distinction of being the only United States dry dock which was finished in contract time.

Since 1890 the improvements about the station have been varied and numerous. Machine shops, barracks, officers' quarters, powder houses, pumping plant, water works, and numerous other buildings have been built in the usual substantial government manner.

Since the acceptance of the dock, many of Uncle Sam's Pacific fleet have undergone repairs at the yard, and the thoroughness of the work done there was strikingly illustrated by the 16,000-mile run of the battleship Oregon, in 1898, when, after being overhauled at the Port Orchard navy yard, she steamed to Cuba without a break in her machinery.

At the present time several hundred skilled workmen are employed in the yard, repair shops, and these people and the population of the adjacent towns



James E. Blackwell

of Bremerton, Charleston and Sidney, go to make up a community which is dependent upon the navy yard.

The cost of the navy yard and improvements to date is between \$2,000,000 and \$2,500,000, and the importance of the station was recognized by the government last spring when the station was made a full navy yard, and Admiral Sterling Yates was ordered to command it. So many improvements are being made that one would almost need to make weekly trips to the navy yard in order to keep up with the procession.

Besides the dock proper and the officers' quarters, machine and repair shops, this bit of Uncle Sam's domain has its own waterworks and a salt-water fire protection system. As fast as money is available many other additions will be made to increase the efficiency of the yard.

As an objective point for tourists, the navy yard has but few rivals in this vicinity, and the delightful ride across the Sound makes the trip doubly interesting to visitors.



1893-1896

BLACKWELL SIGNS THE CONTRACT.—James E. Blackwell, the engineer who has been engaged by the Port of Portland Commission to design and superintend the construction of the sectional floating drydock, came down from Seattle yesterday and affixed his signature to the contract for the building of the dock. He left for home on the 2 o'clock train, but he will probably be in Portland again before the end of the week.

Morning Oregonian,
April 24, 1902



PORTLAND
DRY DOCK

Oregon Daily Journal,
September 8, 1907



THE MODERN COTTAGE.
This cottage of 6 rooms is one of the best examples of American styles, suitable for small families of moderate means, costing only about \$10,000.00. It is house No. 14 on Columbia Terrace.

ROBERTSON & BLACKWELL
ARCHITECTS SEATTLE

THE SEATTLE MAIL AND HERALD.



JAMES E. BLACKWELL.

Robertson and Blackwell Architects



A SEATTLE RESIDENCE NOW IN COURSE OF CONSTRUCTION. DESIGNED BY ROBERTSON & BLACKWELL.



A SEATTLE RESIDENCE DESIGNED BY ROBERTSON & BLACKWELL.

DEXTER HORTON BUILDING
SEATTLE

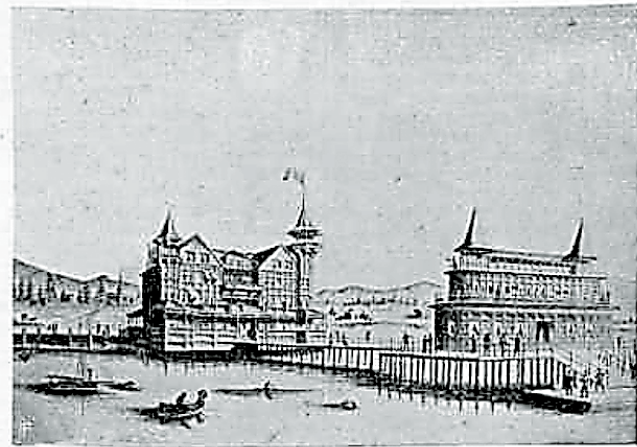


ROBERT L. ROBERTSON.

Seattle Mail & Herald, December 19, 1903

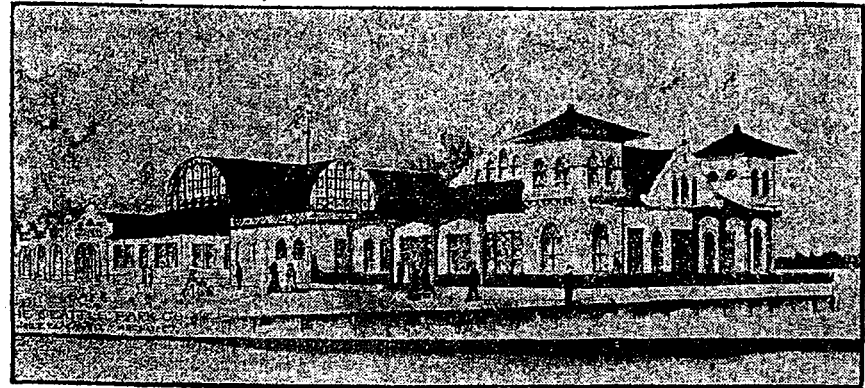


Built in 1902: Design No. 14 still at 805 15th Ave



NO. 12. MODERN ARCHITECTURE SERIES.
Hotel, Pavilion and Bath House, to be erected at West Seattle by a
private company.
ROBERTSON & BLACKWELL, ARCHITECTS.

Seattle Mail & Herald, May 31, 1902



CAFE AT LUNA PARK.

There is rapidly rising on the tide lands in front of Duwamish Head, across the bay, an immense amusement resort, owned by the Seattle Park Company and to be generally termed Luna Park. The above picture shows the cafe and concert hall building, now being erected at a cost of \$25,000. It will be completed by June 1, the date set for the finishing of most of the other buildings connected with the enterprise. James E. Blackwell is the architect.

Seattle Daily Times, April 21, 1907
Blackwell, 1907



1910 Postcard



Eagles Aerie #1, 7th & Pine, Robertson & Blackwell, 1904



Mutual Life Insurance Building, 605 1st Ave.,
addition 1904 & remodel 1916



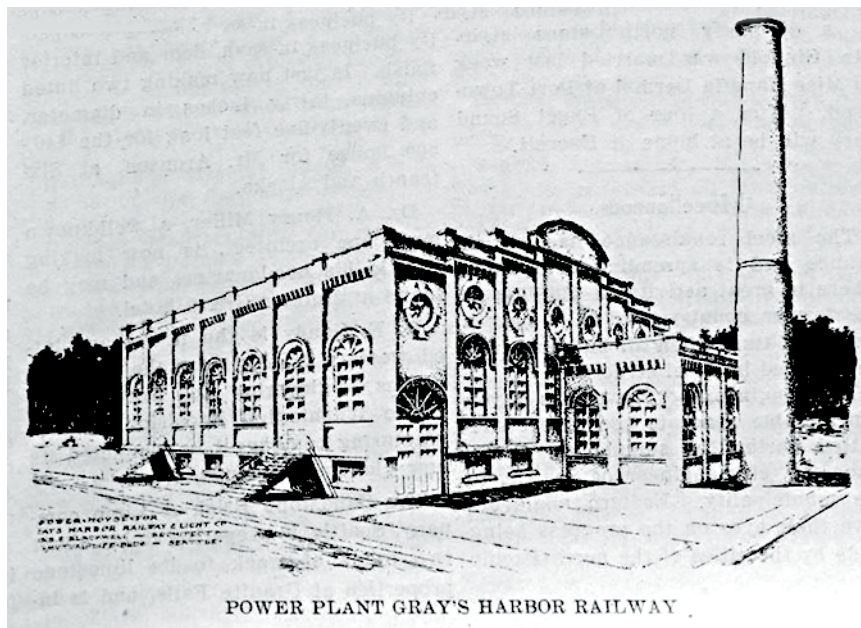
Blackwell home, 1112 Harvard Ave. E, 1905



Galbraith, Bacon & Co. Dock, Wall Street terminus, 1906

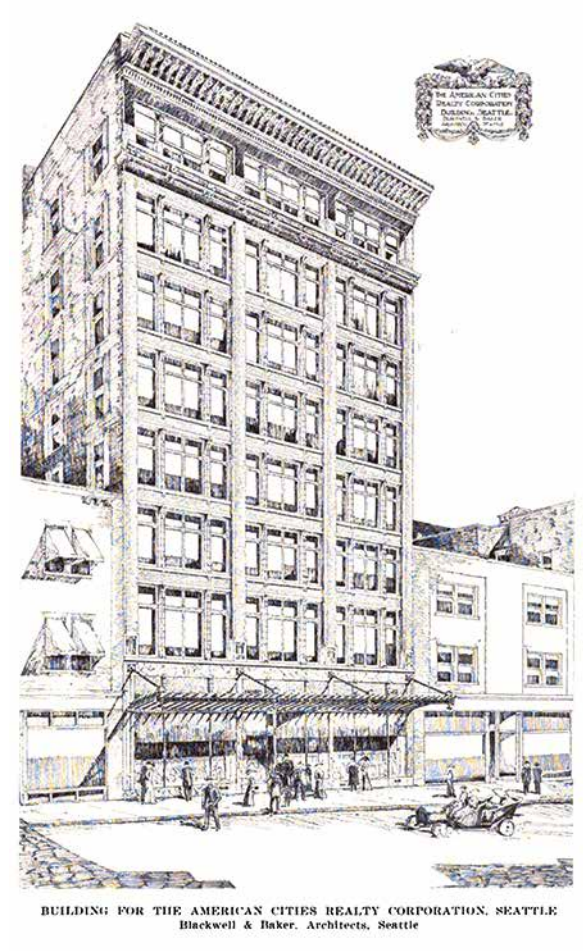


M. F. Backus Warehouse, 1014 1st Ave S, 1907 and
E. O. Graves Building, 1022 1st Ave. S, 1908



Gray's Harbor Railway Power Plant, Aberdeen, 1908

Partnership with Frank Lidstone Baker 1908-1916



American Cities Realty Co., 1512-16 3rd Ave.,
Blackwell & Baker, 1910



Chapin-Eddy House, 1117 Boylston Ave. E., Blackwell & Baker, 1910



James A. Kerr House, 1105 Boylston Ave. E.,
Blackwell & Baker, 1910



Grand Trunk Pacific Dock, Madison Street terminus,
Blackwell & Baker, 1910



Bellingham National Guard Armory, 525 N. State St.,
Blackwell & Baker, 1910



Sears Roebuck & Co. Warehouse, Utah Ave. & Lander St.,
Blackwell & Baker, 1910



Frink/Washington Shoe Building, 400 Occidental Way,
Addition of top 2 floors, Blackwell & Baker, 1912



Wenatchee Carnegie Library, S Chelan Ave. and Douglas St.,
Blackwell & Baker, 1912



Olympia Carnegie Library, 620 Franklin St. SE.,
Blackwell & Baker, supervising architects, Joseph Wohleb, architect, 1914



Burlington Carnegie Library, 901 E Fairhaven Ave.,
Blackwell & Baker, 1914



Laveta/Highland/Amon/Dover Apartments, 901 6th Ave.,
regrading alterations and addition of 3 floors,
Blackwell & Baker, 1912



Nesika/Stratford Apartments, 2021 4th Ave.,
Blackwell & Baker, 1915

Messrs. James E. Blackwell and F. L. Baker, who for many years practised architecture under the firm name of Blackwell & Baker, Seattle, Wash., have dissolved partnership. Mr. Blackwell will continue practising in the present offices in the Northern Bank Building, while Mr. Baker will open a new office in the Hinckley Block.

American Architect,
January 3, 1917

ARCHITECT NEW BUILDING CHIEF

James E. Blackwell Will
Succeed Johnson

James E. Blackwell, Seattle architect, was appointed superintendent of buildings by Mayor Hugh M. Caldwell Saturday morning. He succeeds A. J. Johnson, whose term expired last week.

"The appointment of a new superintendent of buildings is no reflection upon Johnson," Caldwell declared. "I was desirous to have an architect as head of the building department, so I appointed Blackwell, who is well qualified for the position in every way."

The new superintendent of buildings has been a resident of Seattle for the past 23 years. He is a member of the American Institute of Architects and of the American Society of Civil Engineers, and for the past two years has been resident engineer for the U. S. shipping board.

Blackwell was instrumental in the creation of the present building department, being chairman of the joint committee of architects, builders and real estate men that urged it before the city council.

Seattle Star, April 3, 1920

James E. Blackwell, who has spent several years in the service of the U. S. Shipping Board, and later as head of the Building Department in Seattle, Wash., has resumed the practice of architecture and engineering, having opened offices in the Hogo Building Annex, Seattle.

American Architect, September 1922



Blackwell's original 1922 blueprint



Colsky Building, 2121 1st Ave., 1926

Permit Given For Renton Building

Special to The Times.

RENTON, Saturday, Feb. 2.—The permit for Harold Evans' new office building on the corner of Third Avenue and Main Street was granted by the City Council this week.

Tentative plans have been drawn by James Blackwell, Seattle architect, and local contractors are bidding on the work. Blueprints, which are not entirely complete, call for a fireproof building which will house some half dozen stores and offices.

Seattle Daily Times,
February 3, 1929



Northern State Hospital, Women's Wards L and M, Sedro Woolley, 1933

J. E. Blackwell, Architect, Dies Of Heart Attack

James E. Blackwell, 84 years old, veteran Seattle architect, died of a heart attack at 9:40 o'clock this forenoon in the office of Sheriff William B. Severyns.

Severyns, who was in another part of the County-City Building when Mr. Blackwell called, said the architect had come to show him a draft of a model prison farm which the sheriff and Mr. Blackwell had often discussed.

Mr. Blackwell, one of the architects who designed the first dry dock at the Puget Sound Navy Yard in Bremerton, had resided forty years in Seattle. He was born in Virginia. He and his wife, Eleanor, were married in Washington, D. C. The couple moved to Tacoma nearly fifty years ago, then resided in Bremerton a while before coming here.

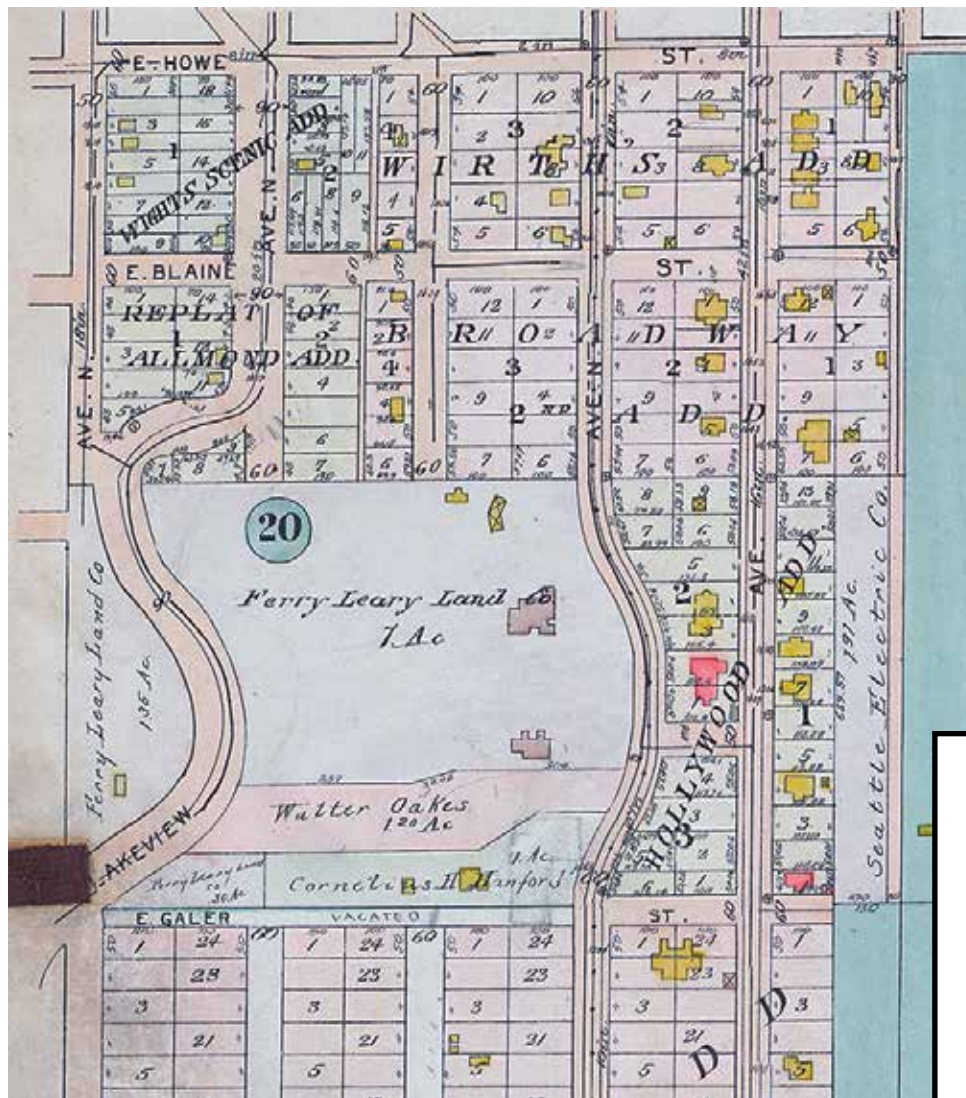
Surviving besides the widow is a daughter, Lenore Blackwell, at the family residence, 1112 Harvard Ave. N.

Seattle Daily Times,
April 5, 1939

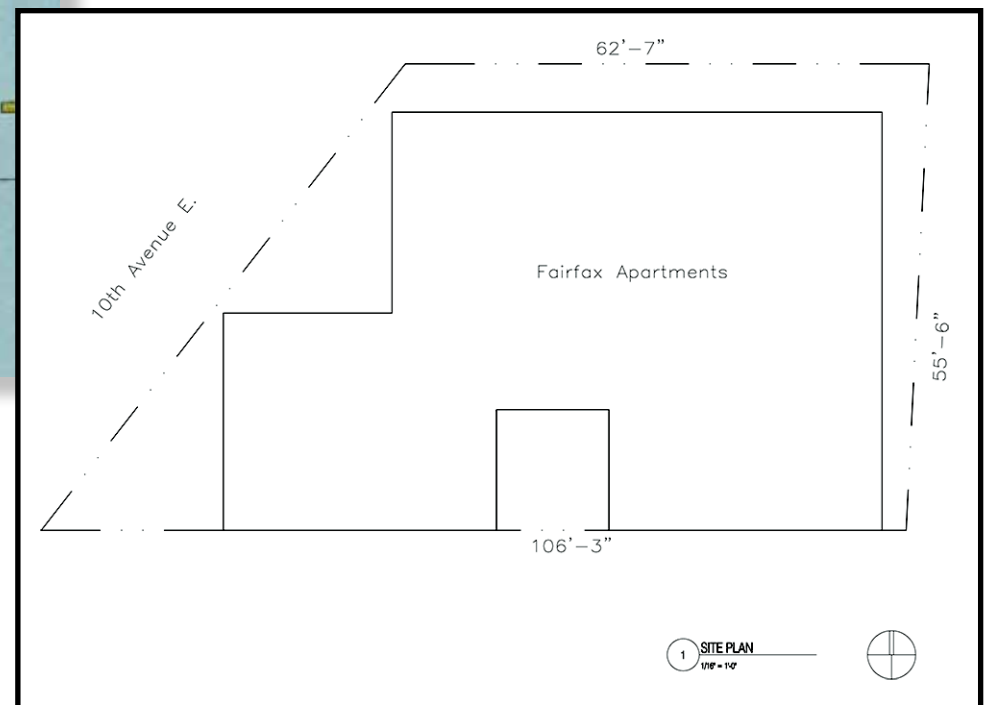
F. Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or the City.

PROMINENCE OF SPATIAL LOCATION...





1912 Baist map



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